



LET'S MOVE,  
SAANICH!



# ROAD SAFETY ACTION PLAN

ENGAGEMENT SUMMARY (PHASE 3)

JUNE 2024









# CONTENTS

<b>INTRODUCTION</b>	<b>ES.1</b>
<b>RAISING AWARENESS</b>	<b>ES.2</b>
<b>2024 ENGAGEMENT</b>	<b>ES.3</b>
<b>NEXT STEPS</b>	<b>ES.19</b>





# PART 1

# INTRODUCTION

## **The District of Saanich is developing its first-ever Road Safety Action Plan to provide direction towards achieving safer roads for everyone.**

In February 2022, Council adopted Vision Zero and directed staff to develop a Road Safety Action Plan (RSAP) that aligns with Vision Zero and the Safe System Approach.

The RSAP identifies the actions that Saanich and its partners will take to address key issues related to road safety, including policy development, engineering (infrastructure design and construction), education, enforcement, equity, and engagement.

The RSAP is a long-term commitment to achieve Vision Zero, which is an ambitious goal to eliminate all serious injuries and fatalities while ensuring safe, healthy, and equitable mobility for all road users. This includes people who walk, ride a bike, roll, take a bus, or drive. Vision Zero is a new paradigm for road safety that recognizes that human error is inevitable, and a systems-based approach (called the Safe System Approach) is needed to ensure that actions work together to achieve safe speed limits, safe road users, safe vehicles, safe road design, post-crash care, and safe land use planning.

Saanich's vision for road safety aligns with key policies to build compact, complete, and affordable communities, and reduce transportation related GHG emissions.

The first round of community engagement took place in Spring 2023 and it focused on understanding the issues and opportunities for road safety in Saanich. A summary of what was learned is available [here](#).

This Engagement Summary outlines the input received during the 2024 engagement period for the RSAP. During this engagement period, stakeholders and the public were invited to review the Draft RSAP and provide feedback on the actions and priority investments proposed. Public engagement opportunities included an online survey, as well as in-person community pop-ups throughout Saanich. The Project Team also hosted multiple meetings with road safety partners, Saanich advisory committees, and equity-deserving groups.

Feedback received during this period will be used to adapt and finalize the RSAP that will be presented to Council for adoption, later this year.

# PART 2

# RAISING AWARENESS

A variety of promotional material was used to promote the Road Safety Action Plan and the 2024 engagement period. The following material was developed to raise awareness for the initiative:

## MEDIA RELEASES

To launch this phase of the project, Saanich issued a media release on its website and to local news outlets on February 20, 2024. Its purpose was to publicly share the draft RSAP for the first time and invite the community to review it and provide feedback. It also publicized the Draft RSAP Survey and Saanich's new engagement platform, HelloSaanich. The media release resulted in news stories from the Times Colonist, Saanich News, and Capital Daily.

On March 18, 2024, Saanich released a 'Letter to the Editor' from Mayor Dean Murdock, as an opportunity to discuss road safety, inform the community about the Draft RSAP, and encourage participation in the online survey. The timing corresponded with the final weeks of the survey period, which ended on March 31, 2024.

## SOCIAL MEDIA

Facebook and Twitter were used to promote the project and opportunities to engage. Seventeen posts were circulated on each platform between February and March. On the District's Twitter feed, the posts generated 11,575 views, 40 likes and 30 retweets, and 3 comments. On Facebook, the posts garnered 42 likes, 16 shares, and 1 comment.

## PROJECT WEBSITE (HELLOSAANICH)

A project website for the Road Safety Action Plan, using the platform HelloSaanich, hosted project information including the online survey, informational videos, and promotion for all in-person engagement events.

## VIDEOS

Two informational videos about the RSAP were produced: one to explain the project timeline and the other to inform the community about the Safe System Approach. At time of writing this report, the videos have garnered 263 views on YouTube.

## PROMOTIONAL CARDS

Promotional cards that included information about the project and featured a QR code to provide a quick link to the webpage and survey were distributed throughout the engagement period at events and meetings. They were also available at Saanich facilities, such as libraries, recreation centres, Municipal Hall, and the Engineering Building.

## EMAIL NOTIFICATIONS

Through the project webpage, community members could elect to receive automatic updates about the project through the Campaigner email service. Two updates were sent out to subscribers promoting the survey and community pop-ups.

# PART 3

## 2024 ENGAGEMENT

### PURPOSE OF ENGAGEMENT

The purpose of this engagement period was to present the Draft RSAP and seek community feedback on the contents, including the actions and priorities identified. What we heard during the engagement period will be used to refine and finalize the Draft RSAP before it goes to Council later this year.

### ENGAGEMENT CHANNELS + WHAT WE HEARD

The following is a summary of the engagement that took place during the 2024 engagement period. Please note that the views represented in this summary report reflect the views and priorities of those who participated in the engagement opportunities. Participants self-selected into the engagement process and therefore the results are not necessarily statistically-representative of public opinion.

### ENGAGEMENT AT A GLANCE



552

Completed  
Surveys



74

Social Media  
Interactions



4

Community  
Pop-Ups



203

Pop-Up  
Conversations



20+

Meetings with  
Partners &  
Groups



260+

Video  
Views



# PART 3

## 2024 ENGAGEMENT

### COMMUNITY POP-UPS

During the engagement period, the Project Team held four (4) pop-up engagement sessions in various locations throughout Saanich. The locations were all in public spaces that were accessible to a broad range of residents throughout the District. The events were scheduled a different times of the day and week to allow flexibility depending on peoples’ schedules. As shown in the table below, an estimated **203 people** participated across the four even

TABLE 1: ENGAGEMENT EVENTS ORGANIZED BY DATE AND SHOWING THE ESTIMATED NUMBER OF INTERACTIONS WITH RESIDENTS AT FOUR LOCATIONS

DATE (2024)	LOCATION	ESTIMATED # OF INTERACTIONS
March 5	Tillicum Mall	48
March 11	Saanich Commonwealth Place	20
March 12	University of Victoria – McPherson Library	34
March 16	Uptown Centre - Courtyard	101

Each pop-up event was an opportunity for residents to learn about the RSAP project and discuss concerns about road safety. The events were also an opportunity for the Project Team to seek immediate feedback on the proposed actions to address road safety over 10 years. This was done through a sticker dot (“dotmocracy”) exercise where participants reviewed the proposed actions and were then asked to place stickers next to the actions they supported for prioritization.

On a different poster board, participants could provide written comments in response to the question:

“IS THERE ANYTHING YOU WOULD LIKE US TO KNOW ABOUT ROAD SAFETY IN SAANICH?”

### WHAT WE HEARD

Dotmocracy Results – More than 200 stickers were placed on the board by Saanich residents over the course of the community pop-ups. The primary actions receiving more than five (5) stickers are shown in **Table 2** below. The top three actions favoured by the community were:

1. Build multi-modal streets than include transit priority and infrastructure for walking, rolling, and cycling (Action 2)
2. Develop a traffic calming policy & program (Action 5)
3. Prioritize road safety investments in high priority locations (Action 1)

Of the 22 supporting actions, the ones receiving the highest number of stickers were “Improve Sight Lines at Intersections and Driveways” (Actions 14) and “Create a Reporting Format for Correctability Analyses” (Action 29).



# PART 3

## 2024 ENGAGEMENT

TABLE 2 & 3: DOTMOCRACY RESULTS FOR PRIORITIZING THE PRIMARY ACTIONS AND SECONDARY ACTIONS:

*“Place a sticker next to three (3) actions that you would like to see done first.”*

PRIMARY ACTIONS		# OF STICKERS
1	Prioritize road safety investments in high priority locations	16
2	Build multi-modal streets than include transit priority and infrastructure for walking, rolling, and cycling	23
3	Pursue infrastructure solutions with demonstrated positive safety performance	5
4	Conduct a Saanich-wide crosswalk safety review	5
5	Develop a traffic calming policy & program	17
6	Review speed limits to support reduced speeds	13
7	Continue to enforce impaired driving laws	5
8	Continue to enforce distracted driving laws	9
9	Carry out road safety audits	9

SECONDARY ACTIONS		# OF STICKERS
10	Improve Regional trail crossings	7
11	Improve Safety at High Crash Locations on Highways	6
12	Improve Access and Safety of Bus Stops	7
13	Reduce the Density of Driveway Accesses on Major and Collector Roads	4
14	Improve Sight Lines at Intersections and Driveways	11
15	Require Traffic Management Plans to Reflect Current Provincial Legislation for Worker Safety	1
16	Work with Partners to Implement Intersection Safety Cameras	5
17	Install Dynamic Speed Detection Devices Along High Priority Corridors	8
18	Encourage Increased Transit Ridership to Reduce Private Vehicle Use and VKT	8
19	Explore Legalization of Electric Kick Scooters in Saanich	2
20	Transition to Safer Fleet Vehicles	1

# PART 3

## 2024 ENGAGEMENT

SECONDARY ACTIONS		# OF STICKERS
21	Enforce Other Laws that Promote Safe Behaviours on Saanich Roads	4
22	Continue to Conduct Vehicle Safety Inspections to Ensure Vehicles are Roadworthy and Safe to Operate	5
23	Prioritize Road Safety in Community Plans and Policy Documents	8
24	Ensure Emergency Service Facilities are Located to Allow Efficient Response	2
25	Develop and Implement Awareness and Education Campaigns on Road Safety	3
26	Develop and Implement an Education Program Focusing on Transportation Options for Non-Drivers	4
27	Develop Strategies to Engage with Equity-Deserving Populations	3
28	Improve Media Crash Reporting	8
29	Create a Reporting Format for Correctability Analyses	9
30	Advocate for Changes to Support Enhanced Road Safety	3
31	Work with Partners to Improve Crash Data	0

**Sticky Note Feedback** – Participants left 29 comments about road safety concerns in Saanich. The top concerns that were captured on the sticky note boards are categorized and summarized below:

“IS THERE ANYTHING YOU WOULD LIKE US TO KNOW ABOUT ROAD SAFETY IN SAANICH?”

### RURAL ROAD SAFETY

Participants expressed concerns about the condition and safety of rural roads, advocating for more infrastructure and safety improvements. Suggestions included more frequent bus routes, safer bike lanes, and general road safety measures for cyclists, pedestrians, and vehicles.

### BIKE SAFETY AND INFRASTRUCTURE

Participants highlighted specific areas where bike safety is a concern, such as the Helmcken/Wilkinson corridor. There were suggestions for quick build bike lanes, safer bike infrastructure throughout Saanich, and better signage for cyclists using neighborhood bikeways.

However, caution was raised about potential impacts that quick-build bike lanes might have on some road users including impacts on driveway access, garbage pickup, and driver sightlines.

### TRAFFIC CALMING

Positive feedback was given for successful traffic calming measures, including recent measures on San Juan Avenue. There was general support for traffic calming in neighbourhoods to increase resident safety while traveling to and from their homes.

# PART 3

## 2024 ENGAGEMENT

### NEIGHBOURHOOD SAFETY AND ENFORCEMENT

Concerns were raised about speeding on specific roads like Sparton Road and the need for lower speed limits in residential neighbourhoods. High vehicle speeds, the lack of sidewalks in certain areas, and a perceived lack of enforcement, were all identified as risks for road users.

### SPECIFIC ROADS OF CONCERN

Sticky note comments mentioning specific roads with safety concerns included:

- Helmcken Road / Wilkinson Road (cyclist safety)
- Sparton Road (speeding)
- Battleford Avenue (improve pedestrian infrastructure)
- Cedar Hill / Cordova Bay Road – PKOLS (crossing safety)
- Burnside Road East (road design)
- Tillicum Road (general concern)
- Chatterton Way (cyclist safety)

### ENGAGEMENT WITH ROAD SAFETY PARTNERS

The Project Team sought feedback from the District's road safety partners to both improve the Draft RSAP and discuss its implementation. As shown in **Table 3**, these groups included internal staff and departments, neighbouring local governments, senior governments, agencies, and organizations.





# PART 3

## 2024 ENGAGEMENT

### ENGAGEMENT WITH ROAD SAFETY PARTNERS

The Project Team sought feedback from the District’s road safety partners to both improve the Draft RSAP and discuss its implementation. As shown in **Table 3**, these groups included internal staff and departments, neighbouring local governments, senior governments, agencies, and organizations.

#### WHAT WE HEARD

Through discussions with road safety partners, the Project Team gained insight into the unique, and often overlapping roles and mandates of different governments, agencies, and departments. The input received will be used to refine the RSAP, including the actions in Section 7. These meetings were also an opportunity to learn more about the systems and processes in the road safety sector, and to consider how Saanich will work with its partners to address the issues of road safety across the District and throughout the region.

TABLE 4: MEETINGS WITH ROAD SAFETY PARTNERS (2023)

DATE (2023)	PARTNER
November 23	Capital Regional District
November 27	ICBC
November 29	Vancouver Island Health Authority (VIHA)
December 8	Saanich Staff
December 13	Saanich Staff
December 19	BC Transit

TABLE 5: MEETINGS WITH ROAD SAFETY PARTNERS

DATE (2024)	PARTNER
January 15	Victoria, Oak Bay, Central Saanich, Esquimalt, and View Royal
January 15	RoadSafetyBC
January 16	Saanich Staff – Water Resources Division & Parks Division
January 25	Capital Regional District – Integrated Road Safety Unit
February 21	Saanich Transportation Staff
March 5	City of Victoria Engineering Staff
March 12	CRD Traffic Safety Commission

# PART 3

## 2024 ENGAGEMENT

### ENGAGEMENT WITH EQUITY-DESERVING GROUPS & INDIVIDUALS

Consistent with the project’s equity approach, Saanich continued to hold conversations with equity-deserving groups and diverse populations during this phase of engagement. **Table 5** below shows the meetings that were held to introduce the Draft RSAP and seek input on key issues.

TABLE 6: MEETINGS WITH EQUITY-DESERVING GROUPS

MEETING DATE (2024)	ORGANIZATION/AUDIENCE
March 13	Older Adults at Gordon Head Rec Centre
March 26	Elders and staff at Victoria Native Friendship Centre
April 8	Canadian National Institute for the Blind (CNIB)

### WHAT WE HEARD

Through discussions with Older Adults and Elders the Project Team learned more about the issues impacting their mobility. The importance of having safe and easy access to key destinations was a common theme among participants. For people using transit who walk varying distances to access bus stops and different locations, safety and accessibility along their routes was particularly important. Some participants highlighted the lack of sidewalks, long crossing distances on highways, and a lack of street lighting at night as barriers to safe and easy travel.

Many older adults and Elders are unable to walk long distances due to health concerns, so transportation options that will get them close to their destinations are important.

Some older adults had questions about the rules of the road, and they expressed concerns about navigating new protected bike lanes. They also shared concerns about the cyclists and pedestrians who did following the rules.

It was clear from our discussions that older adults and Elders want to move around independently to meet their needs and participate in their communities. However, many of them find it increasingly difficult to travel in Saanich as they age, and some Elders talked about staying home to avoid the challenges and potential risks of going out.

A meeting with a representative for the sight loss community highlighted the importance of installing safe and accessible infrastructure and removing infrastructure that does not have positive safety performance, such as right turn channels. He encouraged Saanich to continue to seek solutions that consider accessibility for people who are living with sight loss or other forms of mental or physical disability.

The representative raised specific concerns about the use of roundabouts, and specifically the lack of signals to help a person with visual impairment move around safely. He also encouraged caution with the legalization of e-scooters on multi-use trails. Walking near e-scooters that are fast-moving and quiet can be dangerous and frightening for a person who is blind. He recommended regulations and enforcement to improve safety for all trail users.



## ENGAGEMENT WITH SAANICH COMMITTEES

Saanich staff presented the Draft RSAP and hosted conversations with the following Saanich committees:

TABLE 7: MEETINGS WITH SAANICH COMMITTEES

MEETING DATE (2024)	COMMITTEE
February 22 & March 28	Transportation
March 13	Accessibility, Diversity, Equity, and Inclusion
March 14	Natural Areas, Parks, and Trails
Apr 10	Administrative Traffic Committee

## WHAT WE HEARD

Meetings with advisory committees were an opportunity for the Project Team to present the draft RSAP and seek input based on the unique mandates and perspectives of the different committees. Input received through these meetings will inform changes to the final RSAP.



# PART 3

## 2024 ENGAGEMENT

### ONLINE SURVEY

An online survey was available between February 18 and March 31. The survey began by inviting participants to read the Draft RSAP in full before proceeding to the questions. If participants did not choose to read the document, the survey contained a high-level review of its contents, before asking participants to answer questions on a key piece of the draft: the Primary and Supporting Actions designed to improve road safety over 10 years.

In total, 552 people completed the online survey. The feedback they provided will be used to inform changes made to the Draft RSAP, before it is presented to Saanich Council.

### WHO WE HEARD FROM: DEMOGRAPHIC OVERVIEW

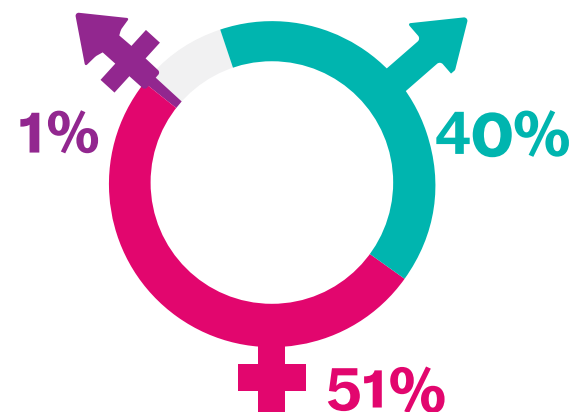
Participants were asked to provide demographic information, including age, gender, and neighbourhood. This information provided the Project Team with a better understanding of who responded to the online survey.

### AGE BREAKDOWN

The largest number of survey participants were between the ages of 60 and 69 years old, representing 24% of all respondents. Other age groups also well represented in the survey included: 40-49 years (19%), 50-59 years (18%), 70-79 years (16%), and 30-39 years (14%). The survey received the fewest number of responses from those 19 years and younger, with only 1% of respondents in this age range.

### GENDER BREAKDOWN

Women represented 51% of all respondents, whereas 40% were men and 1% were non-binary. Roughly 8% of respondents chose not to provide a response to this question.

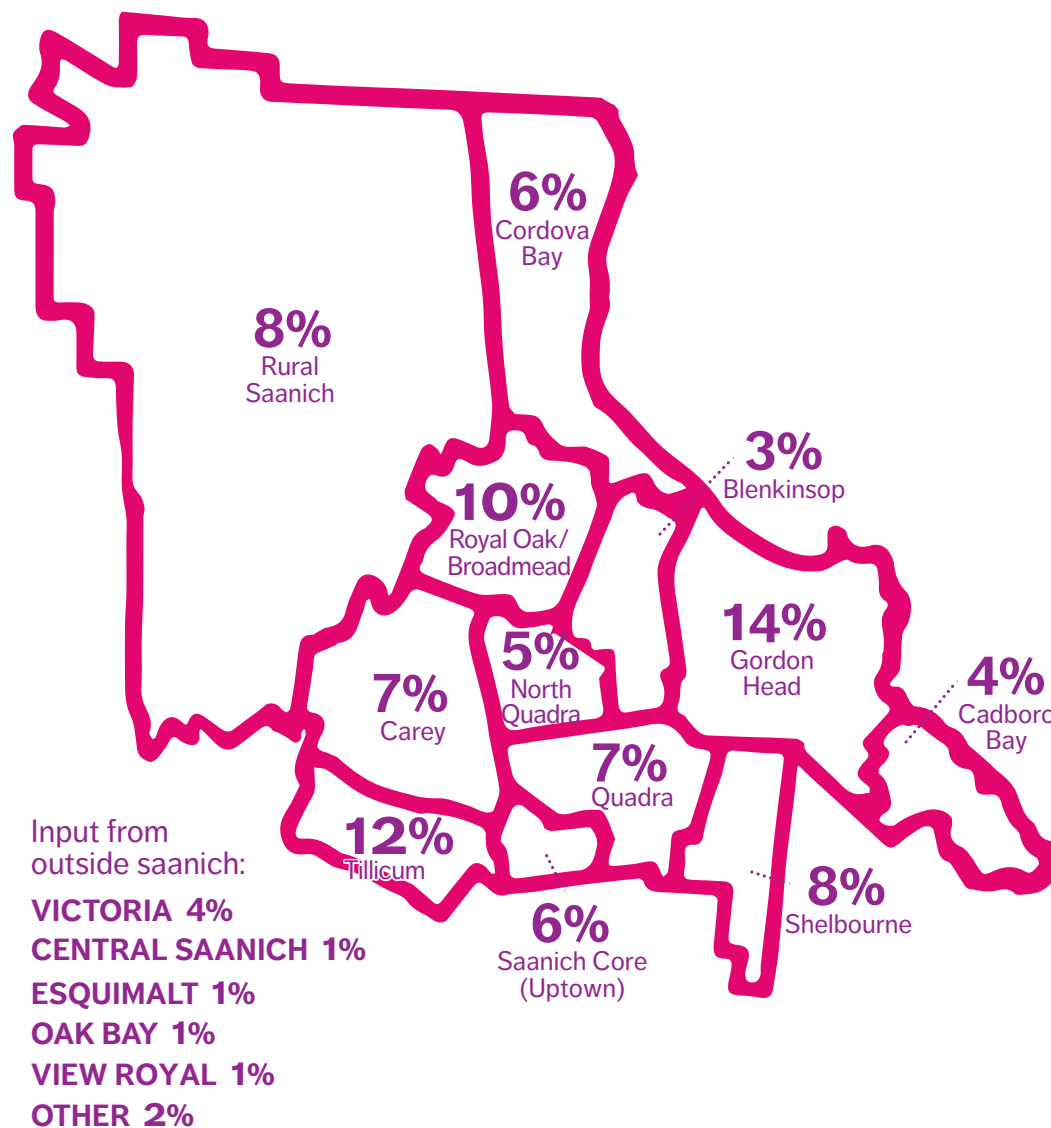


## PART 3

# 2024 ENGAGEMENT

### NEIGHBOURHOOD BREAKDOWN

The survey data reflects input from all 12 Saanich neighbourhoods, with Gordon Head receiving the highest response rate (14%), followed by Tillicum (12%), Royal Oak/Broadmead (10%), Rural Saanich (8%), Shelbourne (8%), Quadra (7%), Carey (7%), Saanich Core – Uptown (6%), Cordova Bay (6%), North Quadra (5%), Cadboro Bay (4%), and Blenkinsop (3%). Other respondents from outside of Saanich indicated they lived in Victoria (4%), Central Saanich (1%), Oak Bay (1%), Esquimalt (<1%) and View Royal (1%).



## PART 3

# 2024 ENGAGEMENT

### MODE OF TRANSPORTATION BREAKDOWN

Most survey respondents (61%) drive as their main mode of transportation, followed by those who use active transportation (walk, roll, or bike) at 36%. Under 2% of respondents use transit as their main transport, and zero respondents indicated they carpool.

Respondents were asked what other ways they get around on Saanich streets, in addition to their main mode of transport. Most respondents get around by walking (68%), followed by driving (41%), biking (40%), and transit (32%).







## MOBILITY

Respondents were asked if there was anything that impacted their mobility, and 80% of respondents indicated that they have no disabilities.

Approximately 11% of respondents selected “Other” and chose to provide their own answer. Of those responses, the most common impacts to mobility included age-related limitations, neurological conditions, chronic pain, and limitations when traveling with strollers, children, pets, or a partner who has a disability.

Of the remaining respondents, 1% use a wheelchair or other mobility device, 3% have a hearing disability, and 2% have a visual disability. Approximately 7% of respondents did not disclose an answer.

### “IS THERE ANYTHING THAT IMPACTS YOUR MOBILITY?” (N=503)

Yes, I use a wheelchair or other mobility device	1%
Yes, a hearing disability	3%
Yes, a visual disability	1%
No, nothing impacts my mobility	80%
Prefer not to disclose	7%
Yes, another kind of disability (please specify if you wish)	11%

## HOUSEHOLDS WITH YOUNG CHILDREN

Of 520 respondents, approximately 24% indicated that they have children aged 12 or younger in their homes. The remaining 76% did not.

# PART 3

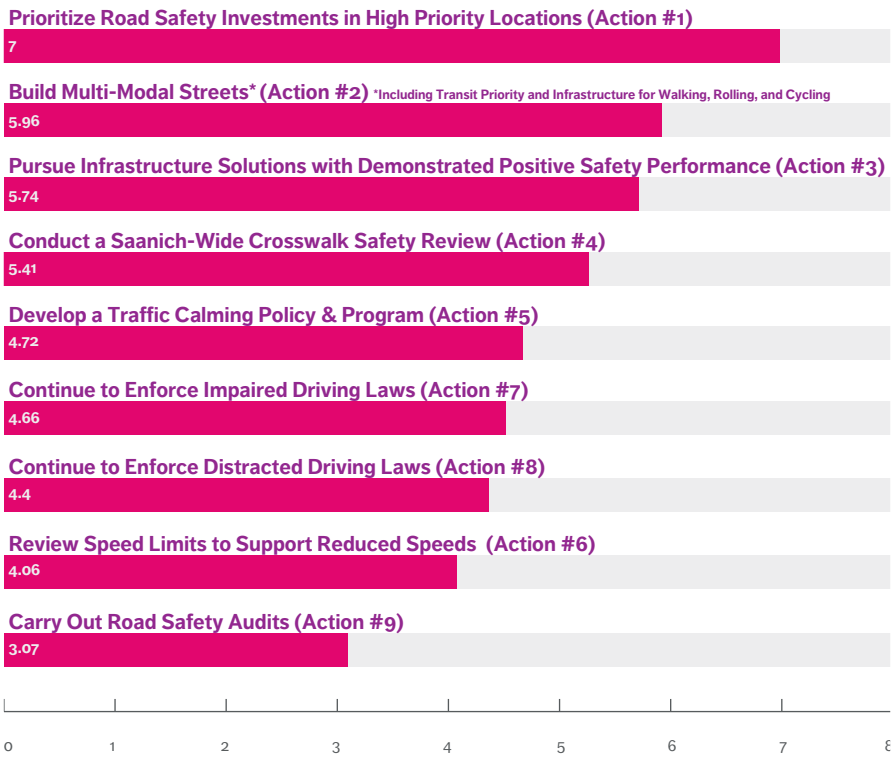
## 2024 ENGAGEMENT

### ONLINE SURVEY SUMMARY

Q1. "PLEASE RANK THE NINE PRIMARY ACTIONS FROM 1 (HIGHEST PRIORITY) TO 9 (LOWEST PRIORITY)" (N=533)

Nine Primary Actions are identified in the Draft RSAP. They were developed through a review of best practices, technical analysis and qualitative input from stakeholders and the public. Survey participants were asked to prioritize the actions. The graph below illustrates the results from 533 responses.

FIGURE 1: RANKING FOR THE NINE PRIMARY ACTIONS BY SURVEY RESPONDENTS



Based on the distribution of responses, Action #1 (**"Prioritize Road Safety Investments in High Priority Locations"**) was identified as the highest priority for implementation. This action addresses two elements of the Safe System Approach – Safe Speeds and Safe Road Design – and its implementation involves Saanich Engineering (primary responsibility), as well as Saanich Finance (secondary). This feedback is also consistent with other phases of public engagement, where residents and community groups alike have urged the District for investment and action in response to road safety priorities.

The lowest-priority action was Action #9 (**"Carry Out Road Safety Audits"**)

Q2. "ARE THERE OTHER ACTIONS THAT YOU WOULD SUGGEST ADDING TO THE LIST OF NINE PRIMARY ACTIONS?" (N=308)

This question allowed for participants to mention any Supporting Actions that they believe should be elevated to the list of Primary Actions. Many participants also chose to share additional points of emphasis that the Primary Actions should ideally cover.

Of 308 responses received, the Supporting Actions that received the most agreement for addition were:

- Encourage Increased Transit Ridership to Reduce Private Vehicle Use and VKT (Action #18)
- Develop and Implement Awareness and Education Campaigns on Road Safety (Action #25)
- Develop and Implement Awareness and Education Program Focusing on Transportation Options for Non-Drivers (Action #26)

# PART 3

## 2024 ENGAGEMENT

Additional comments received about road safety in Saanich fell into the following main themes:

- Continuing enforcement of laws related to speeding, illegal driving, and cycling (45 mentions)
- Increase the number of sidewalks throughout Saanich (36 mentions)
- Educating road users – people who drive, walk, any cycle – on the importance of safe road behaviour to reduce conflicts (24 mentions)

### Q3. "ARE THERE ANY ACTIONS MISSING FROM THE LIST OF ACTIONS?" (N=238)

The third question of the survey asked participants to suggest additional actions that are missing from the lists of Primary or Supporting actions. Participants shared a wide range of additions and considerations. The most common themes from 238 responses included:

- Educating all road users on safe practices for sharing the road, particularly at crossings and intersections (21 mentions)
- Increase the number of sidewalks throughout Saanich (20 mentions)
- Enforcing driving infractions, particularly speed limits (19 mentions)

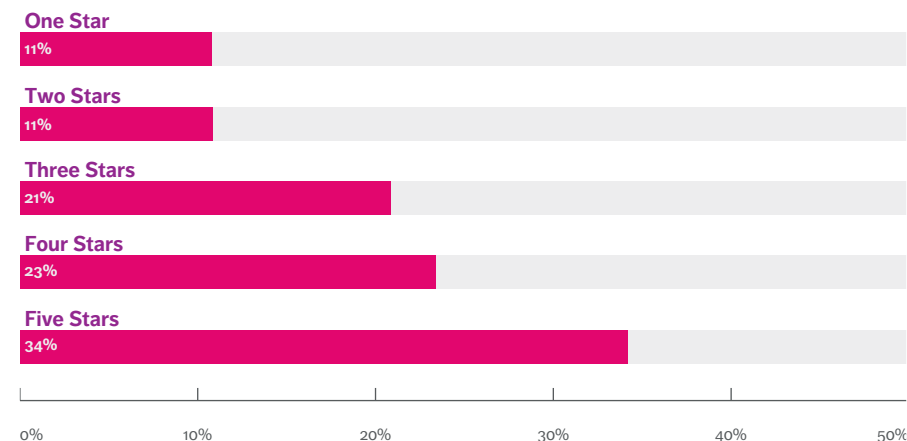
### Q4. "ON A SCALE OF 1 TO 5, PLEASE RATE YOUR OVERALL SUPPORT FOR THE DRAFT RSAP" (N=504)

Survey participants were then asked to rate their overall support for the Draft RSAP, on a scale of 1 to 5 (5=Very Supportive; 1= Not Supportive At All).

Out of 504 responses, the Draft RSAP received an average rating **3.58 out of 5 stars**, or 71.6% support from survey participants. Over one-third of respondents (34%) rated their support with 5 stars, along with nearly half of respondents (45%) rating it 3 or 4 stars.

Twenty-two percent of respondents (22%) rated their support for the Draft Plan as 1 or 2 stars. The graph below illustrates the distribution of responses.

FIGURE 2: DISTRIBUTION OF SUPPORT FOR THE DRAFT RSAP FROM NOT SUPPORTIVE AT ALL (ONE) TO VERY SUPPORTIVE (FIVE)





# PART 3

## 2024 ENGAGEMENT

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### Q5. "DO YOU HAVE ANY ADDITIONAL COMMENTS OR THOUGHTS ON THE DRAFT RSAP?" (N=272)

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The final question was open ended and invited participants to provide any additional feedback. Comments were wide ranging, from general observations about the state of road safety to location-specific hazards, suggestions for improvements, and their impressions on the RSAP process.

The most common themes from 272 responses are provided below.

#### **Urging for stronger action to improve road safety (40 mentions)**

Generally, participants were supportive of the Draft RSAP's approach but want to see it strengthened with more ambitious targets, timelines, reporting, and, importantly, tied to immediate action. Participants indicated their readiness to see the District complete projects in the community to improve road safety. Specifically, this includes building or improving infrastructure, planning safer routes for multiple vehicle modes, reducing neighbourhood traffic, and protecting vulnerable users (people walking, cycling, or rolling).

The sooner all these can be achieved, the better, according to participants.

#### **Set safer speeds (32 mentions)**

Many safety concerns throughout Saanich relate to drivers traveling at high speeds close to other road users. Whether vehicles were traveling at, or exceeding, the posted speed limit, participants suggested speed reduction in appropriate areas, accompanied with enforcement and education about the change.

It should be noted that a smaller number of participants shared comments against speed reduction (18 mentions), suggesting that improper speed reduction leads to increased traffic congestion and frustration for people driving.

#### **Support the role of enforcement (29 mentions)**

Participants acknowledged the role that law enforcement has on reducing motor vehicle collisions and unsafe driving in general. They urged that police presence, red light cameras, speed readers, and other forms of enforcement create an environment of accountability that promotes overall road safety. Additional enforcement in areas with new changes (i.e., new speed limit) will educate road users on their responsibility to follow new rules.

#### **Create a culture of road safety (27 mentions)**

As Saanich continues to integrate Vision Zero into its transportation systems, participants mentioned that the District should do more to raise awareness about safety topics. Communicating with residents of all ages about road use, crossing safety, driving tips, and distracted driving were all seen as potential benefits from the RSAP.

#### **Traffic calming (26 mentions)**

Participants suggested the use of traffic calming elements (e.g. roundabouts, bollards, raised crosswalks, speed humps) to reduce excessive speeds on local roads. The same treatments would direct traffic onto roads that are more suitable for higher vehicle speeds.

#### **Support for RSAP engagement (26 mentions)**

General support for the RSAP was expressed by participants, who shared that they appreciated their views being considered in developing the plan. Participants also urged the District to engage proactively in the future, as future changes are made as a result of the Plan.

# PART 3

## 2024 ENGAGEMENT

### Other Themes

Other common themes (10 mentions or more) that emerged from participants included the following:

- General pedestrian safety concerns (23 mentions)
- Support for multimodal transportation options (21 mentions)
- Comments against speed reduction projects (18 mentions)
- Suggestions for crosswalks (17 mentions)
- Concerns about the cost of the RSAP/road infrastructure upgrades (15 mentions)
- General cyclist safety concerns (13 mentions)
- Suggestions for intersection design (13 mentions)
- Concerns about traffic in residential areas (12 mentions)
- Driving concerns about narrow roadways (11 mentions)

### WRITTEN CORRESPONDENCE

During the engagement period, the Project Team received written submissions from community members with feedback related to the development of the RSAP.

Additionally, input and correspondence was received from Saanich staff, advocacy groups, community associations, and resident groups who expressed interest in the RSAP previously.

The correspondence provided detailed suggestions for improving the Draft RSAP including improvements to its wording, defining key terms, reordering of actions, refining the plan's methodology, requesting more consideration for rural parts of Saanich, and further consideration for diverse groups. The input received will be considered and where appropriate, it will be incorporated into the final RSAP.

## PART 4

# NEXT STEPS

This engagement summary compiles the input received during the spring 2024 engagement period for the Road Safety Action Plan. The Project Team will use the input received, alongside technical work, to create a new version of the draft Road Safety Action Plan. The draft Plan will then be presented to the Council later in 2024.

On behalf of the Project Team, we would like to thank all stakeholders and community members for their participation and valued input during this engagement period.



ROAD  
SAFETY  
**ACTION**  
*PLAN*

